

Ship Name: **CMA CGM MARLIN**
Flag: **Liberia**
IMO Number: **9330989**
Date of Action: **03/09/2012**
Action Taken: **Detention**

Port: **Houston, Texas**

Ship Type: **Containership**
Recognized Org: **Bureau Veritas**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Allseas Marine S.A.
Alaqua Marine Limited

Deficiencies: Code - Category
1420 - Cleanliness of engine room

Description
Fuel oil supply line from HFO booster pump to the #2 main engine cylinder was ruptured and severely leaking fuel oil. Crew attempted temporary repairs that failed.

Ship Name: **COMMANDER**
Flag: **Saint Vincent and the Grenadines**
IMO Number: **7703235**
Date of Action: **03/01/2012**
Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **International Naval Surveys Bureau**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Breeze Shipping LLC

Deficiencies: Code - Category
0220 - Certificates of competency

Description
The Chief Officer and Second Engineer could not produce an appropriate Flag State certificate (license), a valid dispensation, or provide a national license for which an application for an endorsement has been submitted to the Administration.

Ship Name: **CONTI LARIMAR**
Flag: **Liberia**
IMO Number: **9452660**
Date of Action: **03/11/2012**
Action Taken: **Detention**
Port: **Houston, Texas**

Ship Type: **Bulk Carrier**
Recognized Org: **American Bureau of Shipping**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Bremer Breederungsgesellschaft mbh & Co KG
Conti 171 Container Schiffahrts-GmbH & Co KG NR
Conti Larimar (L) Shipping Limited

Deficiencies: Code - Category
2020 - Fire drills

Description
Vessels crew was unable to successfully conduct a proper fire drill after three attempts. Crew members consistently approached the simulated fire without wearing proper firefighting clothing and equipment.

0740 - Pumps

Vessels emergency fire pump was found to be not ready for operation. Crew had to prime pump prior to being able to demonstrate operation.

1499 - Other (Prop. & Aux. Machinery)

Electrical installations shall be such that the safety of crew and ship from electrical hazards will be ensured. Vessel's #2 main engine air compressor was disassembled. Compressor fed off of 480V electrical panel. Disconnected wires were left hanging at mid body height. The compressor was not electrically or pneumatically isolated, nor were any valves or electrical devices tagged out.

1730 - Oily-water separating equipment

Crew was unable to demonstrate proper operation of oil filtering equipment.

Ship Name: **HANJIN BALTIMORE**
Flag: **Germany**
IMO Number: **9290488**
Date of Action: **03/10/2012**
Action Taken: **Detention**

Port: **Baltimore, Maryland**

Ship Type: **Containership**
Recognized Org: **Germanischer Lloyd**
Recognized Security
Organization

Recognized Org (RO) **No**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Conti 33. Container Schiffahrts-GmbH & Co
NSB Niaderelbe Schiffahrts GmbH & Co

Deficiencies: Code - Category
0299 - Other (Crew)

Description
Upon boarding the vessel, Coast Guard personnel suspected the Master to be operating the vessel while under the influence of alcohol. Coast Guard personnel administered two field sobriety test conducted two minutes apart indicating the Master had a Blood Alcohol Content (BAC) level of 0.28 percent and 0.27 percent (legal limit .04). The Coast Guard determined the Master to be intoxicated and unfit for duty to perform essential shipboard procedures as it pertains to the Masters Position and responsibilities. Based on the Masters intoxicated state, the Coast Guard does not consider the vessel to be sufficiently and efficiently manned in accordance with the Safe Manning Document. Prior to movement, the vessel shall be provided with a certificated Master to the satisfaction of the Administration.

Ship Name: **IKOMA**
Flag: **Panama**
IMO Number: **9137545**
Date of Action: **03/07/2012**
Action Taken: **Detention**

Port: **Honolulu, Hawaii**

Ship Type: **Containership**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Moon Rise Shipping Co, SA

Deficiencies: Code - Category

1730 - Oily-water separating equipment

Description

The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Convention to ensure the ship in all respects will remain fit to proceed to sea without presenting unreasonable threat or harm to the marine environment. During the operational test of the OWS, the PSCO observed modifications to OWS which were not reflected on the presented and approved drawing. The PSCO discovered the second stage filtration equipment for the OWS is not operational and is not logged as inoperable in the oil record book Part I. In addition, this system was isolated and removed from service as it pertains to the OWS.

1710 - Oil record book

The oil record book part one shall be completed on each occasion when discharge of dirty ballast or cleaning water from oil fuel tanks. Quantity logged in heavy fuel oil settling tank is more than the reported tank capacity indicated on the vessel's IOPP form B. Quantity discharge and time of discharge through PPM equipment doesn't coincide with through put on IOPP form B..

2120 - Garbage

The vessel is not segregating their garbage in accordance with their garbage management plan. Vessel is performing incineration of onboard garbage without properly logging. Vessel presented the latest garbage discharge receipt to the PSCO, which was determined to be altered.

2545 - Reports/analysis of non-conformities, etc.

Vessel is conducting major repairs and alterations of the engineering and lifesaving equipment without ensuring that the company is notified and that the ship is maintained in conformity with provisions of the relevant rules and regulations. An external audit is recommended.

Ship Name: **LACONIA**
Flag: **Malta**
IMO Number: **8517578**
Date of Action: **03/02/2012**
Action Taken: **Detention**

Port: **Portland, Oregon**

Ship Type: **Bulk Carrier**
Recognized Org: **Bureau Veritas**
Recognized Security
Organization

Recognized Org (RO) **No**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Possidonia Shipping Company Limited
Delta International Shipping Co SA

Charterers
STX Pan Ocean Co., Ltd

Deficiencies: Code - Category
0299 - Other (Crew)

Description

The Coast Guard Boarding Officer met with the Master to discuss the purpose of the visit. Upon meeting the Master, the Boarding Officer (BO) immediately detected an alcohol odor from the Master. This coupled with the Masters general behavior and mannerisms, the BO suspected the Master to be intoxicated. An alcohol test (Breathalyzer) was performed by the Coast Guard, which indicated a blood alcohol content of .27 (legal limit .04). The Boarding Officer determined the Master to be intoxicated and unfit for duty to perform essential shipboard procedures as it pertains to the Masters Position and responsibilities. Based on the Masters intoxicated state, the Coast Guard does not consider the vessel to be sufficiently and efficiently manned in accordance with the Safe Manning Document. Additionally, the Master was taken into custody and removed from the vessel for potential violation of U.S. Domestic Law; operating a vessel while under the influence of alcohol. Prior to movement, the vessel shall be provided with a certificated Master to the satisfaction of the Administration.

0610 - Lifeboats

Starboard lifeboat was not ready for immediate use. During an operational test of the starboard lifeboat, the crew was unable to start the lifeboat. Lifeboat was repaired by the crew and started after approximately 13 minutes, however the repairs completed (clogged fuel line) required crew members in addition to the assigned lifeboat crew and tools/supplies not readily available. Repairs were considered to be beyond minor repairs.

Ship Name: **MEGOLLY HAWK**
Flag: **Antigua and Barbuda**
IMO Number: **7213292**
Date of Action: **03/19/2012**
Action Taken: **Detention**
Port: **San Juan, Puerto Rico**

Ship Type: **General Dry Cargo Ship**
Recognized Org:
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Blackhawk Shipping Enterprise, Inc.
Compass Rose Company Limited

Deficiencies: Code - Category
0220 - Certificates of competency

Description
Every ship shall be provided with an appropriate minimum safe manning document issued by the Administration as evidence of the minimum safe manning considered necessary. M/V MEGOLLY HAWK is required to sail with a licensed Chief Mate. Vessel has been sailing with a licensed Second Mate in the position of Chief Mate since January 2012.

0220 - Certificates of competency

All seafarers serving onboard who are required to be certificated in accordance with the convention must hold an appropriate certificate of valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration. Deck officer does not have either a valid endorsement or receipt of application for endorsement.

Ship Name: **MONARCH EMPRESS**
Flag: **Panama**
IMO Number: **7615347**
Date of Action: **03/07/2012**
Action Taken: **Detention**
Port: **Riviera Beach, Florida**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **International Maritime Bureau Inc.**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Monarch Shipping Co Ltd
Penumbra Marine Logistics, Inc

Deficiencies: Code - Category
1430 - Auxiliary engines

Description
The port side generator high pressure fuel line in way of the high pressure fuel pump is severely leaking fuel creating a significant fire hazard.

0610 - Lifeboats

The port side lifeboat is required to have two independent means of propulsion. This lifeboat is not motorized and is outfitted with oars and a sailing mast, however the crew was not able to produce the sails.

1730 - Oily-water separating equipment

Failure of proper operation of the Oily Water Separator (OWS): During an operational test of the OWS by the ship's crew, the PSCO observed the system malfunction; systems were not able to cycle through start-up mode and enter into the operational mode.

Ship Name: **SKODSBORG**
Flag: **Panama**
IMO Number: **7725142**
Date of Action: **03/13/2012**
Action Taken: **Detention**
Port: **Baltimore, Maryland**

Ship Type: **Ro-Ro-Cargo Ship**
Recognized Org: **Registro Italiano Navale**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Jutha Maritime Public Co. Ltd.
Jutha Phakakrong Shipping Co
Vittorio Bogazzi & Figli S.P.A.

Charterers
Nordana Line A/S

Deficiencies: Code - Category
0960 - Means of escape

Description
In machinery spaces, means of escape shall be formed by steel ladder leading to doors in the casing from which access is provided to the embarkation deck. Of five means of escape in the engine room, four were unable to be opened from the machinery space alone; three were seized due to lack of maintenance, and one was locked from the outside. The one working means of escape was locked from the inside and required crewmember to carry a key whenever in the space, but several engineers did not have the key with them, when asked.

Ship Name: **STAR LILY**
Flag: **Panama**
IMO Number: **9370422**
Date of Action: **03/23/2012**
Action Taken: **Detention**

Port: **Savannah, Georgia**

Ship Type: **Bulk Carrier**
Recognized Org: **Nippon Kaiji Kyokai**
Recognized Security Organization
Recognized Org (RO) **No**
Related:
Organization Related to Detention:

Ship Management: Owners, Operators, or Managers
Aboitiz Jebesen Bulk Transport Corp.
Four Land (Panama) S.A.
Charterers
Sanko Steamship Co. LTD.

Deficiencies: Code - Category
0750 - Fire prevention

Description
PSCO observed the valve for the M/E cylinder oil lube tank is not capable of being closed from a safe position outside the space in the event of a fire. The installed remote shutoff mechanism for the valve was blocked in the open position utilizing two bolts.

2550 - Maintenance of ship and equipment

Objective evidence discovered in an expanded ISM examination revealed that the company/vessel failed to fully implement the requirements of the Safety Management System. The PSCO discovered: safety devices intentionally disabled (LO quick closing valve blocked open with two bolts); garbage book entries were not in accordance with garbage plan regarding #4 cargo residues; weekly inspection checklists discovered filled out, signed and approved for the complete month of March, in advance of the inspection dates (Mar 24/31) regarding EEBD's, fire extinguishers and smoke detectors; Engineering officers were not familiar with testing of emergency ships steering regarding change over procedures from the bridge to local control. SMS does not adequately address the maintenance or inspection scheduling of the FFA, LSA and safety devices. An external audit is recommended.

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| Ship Name: SUSAN K | Ship Type: General Dry Cargo Ship |
| Flag: Antigua and Barbuda | Recognized Org: Germanischer Lloyd |
| IMO Number: 9344370 | Recognized Security Organization |
| Date of Action: 03/09/2012 | Recognized Org (RO) No |
| Action Taken: Detention | Related: |
| Port: Houston, Texas | Organization Related to Detention: |
| | Ship Management: <u>Owners, Operators, or Managers</u> Nimmrich & Prahm Reederei GmbH Nimmrich & Prahm Bereederung GmbH & Co. KG |
| | <u>Charterers</u> Ukena Shipping Co. Ltd. |

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| Deficiencies: <u>Code - Category</u> | <u>Description</u> |
| 1730 - Oily-water separating equipment | Failure of proper operation of the Oily Water Separator (OWS): During an operational test of the OWS by the ships crew, the PSCO observed the following system malfunctions; crew was not able to draw suction from the bilge tank and the systems alarm continuously indicated a bilge separator failure. The OWS was not able to enter into an operational mode. |
| 1410 - Propulsion main engine | Excessive fuel oil leaks were observed from the main engine cylinder heads and large amounts of oil was observed leaking from the turbo charger, creating a significant fire hazard and potential for adversely impacting main propulsion. |

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| Ship Name: TUSCARORA | Ship Type: Bulk Carrier |
| Flag: Liberia | Recognized Org: Lloyd's Register of Shipping |
| IMO Number: 8120698 | Recognized Security Organization |
| Date of Action: 03/15/2012 | Recognized Org (RO) No |
| Action Taken: Detention | Related: |
| Port: Alameda, California | Organization Related to Detention: |
| | Ship Management: <u>Owners, Operators, or Managers</u> Lake Breeze Shipping & Trading Inc. Amalthi Marine Inc. |

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| Deficiencies: <u>Code - Category</u> | <u>Description</u> |
| 0699 - Other (Life Saving Appliances) | All lifesaving appliances shall be ready for immediate use. Both lifeboats are missing equipment including mast stays, canopy support rods & equipment to use heavy weather oil. The crutches on each lifeboat aren't properly secured. The grab lines from gunwale to gunwale on each lifeboat are worn. Both lifeboats did not have adequate food rations. Food rations that were on board were not airtight or sealed. Release handles on both lifeboats must be painted in contrasting color. Additionally the starboard rescue boat had a hole in the air chamber allowing for water ingress, the wooden deck is rotted, the engine cover is not secured and the bowing tackle is cracked. |